

6.0 Standard Procedure for Implementation of Speed Humps

Following are the procedures for implementation of speed humps:

- Step 1 Initiation
- Step 2 Traffic Engineering Study
- Step 3 Traffic Engineering Analysis/Classification
- Step 4 Petition
- Step 5 Recommendation to the County Manager
- Step 6 Installation of speed humps

6.1 Step 1: Initiation

Speed humps can be requested by any of the following methods:

6.1.1 Neighborhood request (a minimum of five signatures from the owner of five separate properties in the neighborhood will be required before study will be initiated)

6.1.2 Regulatory Agency Request (i.e. Sheriff)

6.1.3 Staff Field Review

6.2 Step 2: Traffic Engineering Study

Traffic Engineering staff will review the concern with the person(s) initiating the request to assure that the scope and details of the concern are clearly identified.

A traffic study may include any or all of the following, depending on the scope of the concern.

- Traffic conditions at the location
- Existing traffic signs and pavement markings
- Motorist' travel patterns
- Effect of the roadway system in the vicinity
- Construction in the nearby area
- Traffic or roadway plans for the vicinity and contributing roadway system
- Time of day, day of week relationship
- Apparent causes of the concern
- History of the location
- Determination of roadway classification (local, collector or arterial)
- Video tape location
- Emergency Services concerns
- Drainage Impact

Traffic studies may be necessary to obtain the following information:

- 24- hour traffic count to determine the average daily traffic (ADT)
- Vehicle speed check to determine the 85th percentile speed
- Vehicle turning movement counts
- Origination/Destination study
- Pedestrian counts
- Accident report summary
- Collision diagram studies

6.3 Step 3: Traffic Engineering Staff Analysis/Classification

Traffic Engineering staff will analyze traffic data, field information and other available information pertaining to a particular area of concern in determining appropriate traffic control measures of recommendation. When it is determined that there are other potentially impacted local roads or streets in the area, additional traffic studies on those other roads or streets may be conducted.

As a result of the traffic studies, road or street Class I or Class II criteria (and applicable measures) are determined as follows:

6.3.1 Class I: Minor Excessive Speed and Volume

Speed – Measured 85th percentile speed less than 10 miles per hour above the posted speed.

Remedial Action:

The Traffic Engineering Division may request the Sheriff's Office to increase enforcement on a random basis during the hours when the majority of the speeding violations seem to occur.

Volume – Peak hour volume equal or less than 12 percent of the average daily traffic, or equal or less than 10 daily trips per household accessed.

Remedial Action:

None

6.3.2 Class II Excessive Speed and/or Volume

Speed – Measured 85th percentile speed of 10 miles per hour or greater in excess of the posted speed.

Volume – Peak hour volume greater than 12 percent of the average daily traffic, or more than 10 daily trips per household accessed.

Remedial Action – Residents may petition for speed humps.

6.4 Step 4: Petition

A petition form for obtaining neighborhood consensus for the recommended control measure will be issued by the Traffic Engineering Division to the person initiating the request (contact person). The contact person will receive a map highlighting the area subject to petitioning. The area map will depict the residential property that is adjacent to or directly affected by any changes to the road in question.

The contact person is required to obtain signatures of at least 90 percent of all property owners in the affected area indicating whether they are for or against consideration of speed humps project. Each affected property owner shall be counted as one vote, regardless of the number of separate properties owned. In the case of multiple owners, only one vote shall be counted for that property. A minimum of 60 percent of the property owners within the affected area must be in favor of the proposed speed humps before they can be considered for approval. All vacant property within the affected area should be listed on the petition as vacant by the contact person. A sufficient number of non-resident owners must be contacted if the minimum petition threshold (60%) cannot be met because of an excessive amount of vacant properties.

The contact person will have 90 days to return completed petition forms. Petitions not received within 90 day period will be deemed null and no further action will be taken. Prior to the expiration of the initial 90 day period, a one-time extension of the 90 days may be granted by the Public Works Director. However, in no case

will petitions be accepted later than 180 days from the beginning of the initial signature period. Positive identification may be required at the time of signature of the petition. Signatures are final and may not be added or removed from a petition once the petition has been received by County staff.

If a location fails to achieve the necessary petition majority within the signature period, the location shall not be reconsidered for a period of two years from the date the signature period expires.

Where applicable, the petition shall also be endorsed by an officially incorporated homeowners association for the subdivision/development.

6.5 Step 5: Recommendation to the County Manager

Upon receipt of a petition with the required minimum percentage of affirmative signatures, the staff's recommendation will be presented to the County Manager for consideration.

6.6 Step 6: Installation of Speed Humps

Upon approval by the County Manager and the confirmation of availability of funds the installation of speed humps will be scheduled.